



Nonprofit Org.
U.S. Postage
PAID
Bath, ME 04530
Permit No. 10

The Ticking of the Clock

by Chris Hall, Curator of Exhibits

"Russia had Maine fully under satellite coverage, due to Loring SAC Base, Korea Satellite Commo, Cutler Sub Commo, and Columbia-Bingham Over-Horizon Radar — four prime 1st-strike targets; not to mention Brunswick Air Stn, Winter Hbr Stn Radio Intercept & DF ops, Bath Ironworks, and Bangor-Charleston NIKE sites, Dow AFB interceptors. For years people came to Maine thinking they were safe here in the boondocks from missile attack. LOL."

"The three most powerful men in the world: the President of the United States of America; the President of the Russian Federation; and the Captain of a United States ballistic missile submarine."

These two quotes reveal in different ways the chill of the Cold War, that peculiar, seemingly never-ending test pattern hidden in the background noise of our lives for over forty years of the 20th century.

The first quote is from a Blue Hill resident associated with the intelligence community. The second is a tagline from the 1995 movie *Crimson Tide*, in which a young U.S. Navy submarine officer (Denzel Washington) is forced to mutiny against his captain (Gene Hackman) to prevent the premature launch of a missile armed with a nuclear warhead.

From the first post-war atomic bomb tests in July 1946 until the official dissolution of the Soviet Union in December 1991, the Cold War stretched for 4 ½ decades between two super-powers at odds with each other, jostling weapons of ever larger magnitude and sophistication. A



difficult war, a "non-war" different from all previous, that largely avoided the public drama, the resolve, the sacrifices, and the closure of World War II. Lurking behind and outlasting the more obvious hot-spot agonies of Korea and Vietnam, the Cold War was instead a prolonged exercise in deterrence, implication, and power projection, of being prepared,

of being poised — a more wearing, difficult mission than the released triggers of an active campaign. It was prosecuted in great part by the U.S. Navy, out of sight on distant fringes of shifting influence, dependent on constantly changing, though never battle-hardened technologies, and the patience, judgment, and calculated vigil of personnel whose mission was to watch and to wait.

While we can question the liberties Hollywood takes, it is the tension aboard a submarine, magnified by the confines, the blindness, the impending pressure of the water outside, that ropes us into such perennial favorites as *Run Silent, Run Deep* or *Das Boot*, or *The Hunt for Red October*. But the amusing contortions and clamor of Hollywood submariners fade before the skill, training, and dedication of the real Silent Service. The following passage is from a letter to family and friends written ca. 1967 aboard the nuclear ballistic missile submarine *USS Simon Bolivar* (SSBN-641), by then-Commander Charles A. Orem (you may know him as Skip Orem, MMM trustee, shipyard VSA, and tour guide).

Continued on page 5

The Navy and Maine

39th Annual Walker Maritime History
Symposium - April 30

by Nathan Lipfert, Senior Curator

More folks have volunteered to speak at this year's Maritime History Symposium — to be conducted Saturday, April 30, at Maine Maritime Museum, Bath — than ever before. We credit the high interest to the popularity of the topic — The Navy in Maine — and to our friends in the Casco Bay Council of the Navy League, who spread the word. The topics proposed by the volunteer speakers have narrowed the discussions to 20th century Navy activities in Maine, although it is still possible that a speaker or two will step forward who wishes to make a presentation relating to an earlier century.

One distinct advantage of focusing on a more recent era is that more speakers will talk from personal experience.

We will begin in the World War II era, with Jack Thompson talking about the top secret school on Great Diamond Island, where he was trained to operate High-Frequency Direction Finding equipment, known as

EXHIBITS

Cross Currents: Visual Art Distilled from the Maritime World

On View through February 6, 2011

Four artists, four disciplines — Cross Currents explores how diversely maritime life has been captured in the visual arts by Carroll Thayer Berry in printmaking, by Loretta Krupinski through painting, by Christy Georg through sculpture and by Claudio Cambon through photography.

Cold Waters, Cold War: The 20th Century Navy in Maine

On View February 19 to August 7, 2011

Members-Only Reception — Friday, Feb. 18, 5 to 7 pm

Until the Soviet Union collapsed in 1991, Maine played a crucial role in naval operations involved with countering the threat posed by Soviet ballistic missile submarines in the Atlantic. *Cold Waters, Cold War* will assemble artifacts, present personal accounts, and reveal hitherto unknown stories of this tense, highly classified, nearly half-century of naval and Maine history. Sponsored by:

From the Chart Table

What are nonprofits for?

Many of us in the “nonprofit” world dislike the term “non-profit.” I’m happy to brag about the recently released Maine Arts Commission study finding the direct economic impact of 14 of the state’s largest museums was more than \$70.8 million annually, and the economic impact for MMM alone was just shy of \$10 million annually. That’s a big number, and the success of our Business Partner program underscores how well the business community understands MMM’s important contributions to our region. But while significant economic impact is important in this economy, unlike a profit-oriented business that exists to maximize return for the owner or shareholders, making money is not Maine Maritime Museum’s reason for being. It is not what we are “for.” Many of us who work in museums and other “nonprofit” organizations prefer the term, “public benefit” because that term more appropriately defines this sector by what we are “for” rather than what we are not.

So what is MMM’s public benefit?

Maine Maritime Museum is the steward of our collective maritime culture. The thousands of objects, boats, photos, plans, and manuscripts preserved here are used to educate thousands of people every year about past, present and future maritime issues and trends. *And why is this important?* Because history is more than a timeline of events. Without understanding history – and particularly a history like ours that influenced so much of our nation’s growth – the dynamics of today’s global economy are difficult to understand. When students, adults, and visitors experience a behind-the-scenes tour of BIW and see the excellence of the workforce and understand the role of these ships in our national defense, they immediately understand the relevance of obscure appropriations bills being debated in

Congress. When students learn to bend a frame of wood and measure three times before a cut to ensure a perfect joint, they are learning math and science, but they are also learning the skills necessary to be responsible and successful adults. When a new Maine resident visits the museum and sees the connection between the large schooners that shipped coal for the nation’s energy supply and the offshore wind turbines under development today, they understand why the state needs to invest in new energy sources. When Kennebec River cruise ship passengers tour Merrymeeting Bay, they learn about the environmental impact of activities that ultimately affect the Bay, the Kennebec River and the Gulf of Maine.

That kind of broad and deep public benefit is expensive and MMM receives no city, county, state or federal support beyond competitive grants. We provide this benefit because thousands of people support this work. In 2010, thanks to a successful year of high attendance, generous donors, a matching grant that generated an additional \$50,000 in support and volunteers who gave money as well as time to meet an additional volunteer challenge grant – we had an outstanding year of both financial success AND outstanding public benefit.

MMM preserves Maine’s maritime history so we can bring robust historical knowledge to bear on contemporary maritime issues. And in a state so dependent on a healthy maritime environment (in every sense of the word) that is a public benefit that should be important to all of us.



Amy Lent
Executive Director

Rhumb Line

A line on the earth’s surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine’s maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum’s vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine’s rich maritime heritage and culture.

The Navy and Maine

39th Annual Walker Maritime History Symposium - April 30

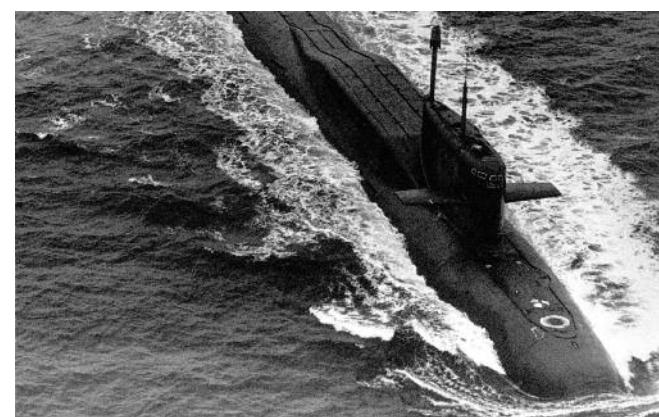
Continued from page 1

Huff-Duff. Richard Gay will present a discussion of Nazi sabotage agents landed in Maine by submarine in 1944.

Moving on to Cold War topics, Captain Norman Smith will speak about his time in an early Cold War diesel submarine, built at the Kittery navy yard. John James will talk about Anti-Submarine Warfare (ASW) as conducted from Naval aircraft at the Brunswick Naval Air Station. Discussing Bath Iron Works’ contribution to the Cold War, former Superintendent of Shipbuilding Chuck Mull will discuss the lead ship of the *Oliver Hazard Perry* Class and her legendary 1976 launching.

We hope you will join us on April 30th for what promises to be a lively and entertaining discussion.

To volunteer for one of the few remaining speaker slots, contact senior curator Nathan Lipfert at (207) 443-1316 ext. 328, or via email at lipfert@maritimeme.org.



A Soviet Yankee II class ballistic missile submarine cruises underway.

For further details or to register to attend, visit the Museum website at www.MaineMaritimeMuseum.org, call (207) 443-1316 ext 0, or email reservations@maritimeme.org.

The Year In Review

Maine Maritime Museum 2010

It seems to be a tradition that at the close of a year, organizations and even some people review where they have gone over the past 12 months, to celebrate their successes and perhaps to see what opportunities may have been missed. Television news shows, magazines and newspapers, likewise, identify the “big stories” of the year – to remind us all of just how much can happen in just 365 days.

In keeping with that tradition, Maine Maritime Museum took a quick glance over its shoulder (that's all we had time for) at the year 2010 to assess the road and the distance we have just traveled. The news was very, very good:



Top MMM Story of the Year was the merger with Portland Harbor Museum, because the event consumed much of our time and effort over the entire year and this singular event will impact the Museum for years to come. It took months of negotiation, planning, and fundraising, before the merger was consummated. Then the collections were moved into MMM storage, records had to be reconciled, events had to be rescheduled, and the work goes on. Programs will continue to be offered in Portland, and plans are underway for an exhibit at the Portland Public Library in December 2011. One hundred thousand dollars was raised to support the work. Others noticed as well – a program on the merger will be presented at the American Association of Museums annual conference in May in Houston.

Additional accomplishments in 2010 follow, in no particular order of importance and are not all encompassing.

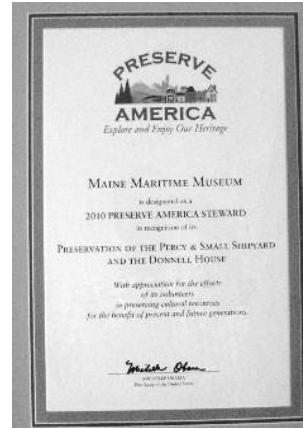
Three Outstanding Exhibits were curated in 2010, in the midst of the merger activities: *Some Burdensome: Big Ships, Big Cargoes; Heavy Metal: the Revolution Evolution in Marine Propulsion*; and *Cross Currents: Visual Art Distilled from the Maritime World*. These exhibits brought artifacts from the collection into public view that had not been seen in decades (if ever) and broadened the public's understanding of maritime Maine. The exhibits received widespread and positive publicity and contributed to our increase in attendance.

Building and Grounds Improvements were significant. Improvements to C-Deck, the Mill, and the Boat Barn, made as part of the Small Boat Collection Visible Storage Project, make the Museum's nationally significant small boat collection accessible to visitors. Portions of the roofs on Long Reach Hall and the Paint & Trunnel Building were replaced, the Mill Building was painted, the Pitch Oven was repaired, and a volunteer-built dust collection system was installed in the Boat Shop.



Significant Additions to the Collections were purchased with dedicated funds or received as gifts in 2010:

- A model of the *Wyoming* was commissioned
- MMM participated in the nationally recognized acquisition of the Maine Charitable Mechanic Association Banners purchase
- The Portland Harbor Museum collections were accessioned
- A contemporary oil painting of the Portland Pipeline Terminal by David Campbell, featured in the *Big Ships* exhibit, was purchased and donated by an anonymous couple
- A diorama of the Wiscasset schooners was donated by the Libra Foundation
- The Gold Rush journal of Capt. Wm. Hatch of the schooner *Damariscove* was donated by Nancy R. Martin
- A Donnell House mirror was donated by Frank & Margery Sylvester
- The Patten-related Capt. Noble Maxwell Papers were donated by Frances K. Moon
- The Capt. Anson Oliver/Popham Beach Collection came from Bruce Bickford
- Additionally, there were numerous other gifts of photographs, documents, and objects by many other donors that were received over the course of the year.



MMM's Volunteer Program was recognized nationally as a “Preserve America Stewards” site by the Advisory Council on Historic Preservation, one of the first organizations in New England to achieve that designation. The Museum's program continued to attract and retain qualified and dedicated volunteers to support operations year-round. At the end of the season, the number of active volunteers had increased by 20% to a total of 235 active volunteers, who contributed more than 20,000 hours of service. These incredible totals do not include the service of Trustees and “occasional” volunteers.

The Boat Shop continued as an active and important community asset. More than twenty-five 7th and 8th graders from South Bristol School and Woolwich Central School completed the Discovery Boatbuilding Program in June, launching their self-made skiffs to the delight of students, parents, teachers and others. The difficult budgetary situation nearly eliminated Woolwich School's participation in the program for 2010-2011, but with the help of Trustees, volunteers and community businesses, especially Savings Bank of Maine and Atlantic Motorcar, the program was preserved for one more year.

Earned income added to a positive financial picture in 2010. Nearly every line item in the earned income category increased from the previous year, some by double digits – General Admissions increased 6%; the Boat Shop saw a whopping 114% increase; the largest line, Public Programs, was up 30%; Store Sales increased 29% and Facility Rental showed a positive growth of 7%.

The AAM Reaccreditation Site Visit went very well. The Museum completed the final step of the reaccreditation process in late summer when two museum professionals spent two days examining MMM's operations. In advance of the site visit, the curatorial staff performed extraordinary efforts organizing the collections storage areas throughout the entire campus. The results will be announced in March 2011.

Our Business Partner Program grew by 74%, from 75 members in January to 131 members at the end of the year. This increase indicates a growing recognition by business of the significant impact MMM has on the local economy. The merger with Portland Harbor Museum presents new opportunities for BP relationships in the greater Portland area.

Results of An Economic Impact Study, conducted in 2009 by the Maine Arts Commission were released in 2010 and showed that MMM's impact on the state's economy was an estimated \$9.8 million annually.



The Generous Gift from the Ken Kramer estate of collections, real estate, and cash continued to enhance the museum. A new case for Ken's scrimshaw collection was installed in Sewall Hall and \$45,000 in revenue

resulted from the sale of the non-accessioned collections. Those funds will be used toward a mast for the *Wyoming* evocation and construction of the Blacksmith Shop in the Percy & Small Shipyard.

Online Event Registration proved to be a highly popular addition to our website and a welcome resource for our staff. Additional marketing efforts, such as increased advertising in regional magazines and travel publications, radio advertising, and coop advertising, had a significant impact on awareness and name recognition for MMM.

Whew!

Curatorial Insight

...And This Little Piggy Went to Sea

A new mini-exhibit titled *Fur, Feathers & Hooves: Animals That Went to Sea* will open February 5 in the Kramer Gallery at Maine Maritime Museum.



Lobsterman Frank Darling had to bring his pig along as he worked his traps or the hog would attempt to swim out to him. He also had to keep his passenger on the stern to prevent him from eating the catch.

Perhaps it was Noah, of Biblical ark fame, who started the trend, and humans have enthusiastically followed his lead, bringing countless members of the animal kingdom along on their voyages, whether day trips or across-the-sea passages.

An animal's presence on board ship could be for food, for labor, for companionship, or even pest, serviceman or novelty. Their actions were sometimes interpreted as omens for the weather or good and bad events. And creatures of all shapes and sizes have earned their sea legs as mariners from around the world have brought them aboard, sometimes unintentionally.

Through photographs and artifacts, *Fur, Feathers & Hooves* tells the tale of animals who have accompanied sailors setting sail, and how their presence in this confining and alien environment fits into the culture and life at sea.



Sailors of the Great White Fleet pose (circa: 1907) for a photograph with their ships' mascots, among which were three goats, a monkey, two cats, a dog, four parrots and a pig named Dennis.

Snow Squall Sails for San Francisco

by Nathan Lipfert, Senior Curator

Original documents relating to the American clipper ship *Snow Squall* are rare. When Nicholas Dean of Edgecomb was researching his book, *Snow Squall: The Last American Clipper Ship*, he learned that no library anywhere has a large collection of records of the 1851 South Portland-built ship, or its owners, or its captains. So when the Museum recently was offered the opportunity to purchase a piece of advertising for one of the clipper's voyages, it proved more than a curator could resist.

The item is a handbill, 6 inches by 7.5 inches, printed in blue and red ink. It advertises that *Snow Squall* is at Pier 11, East River, in New York City, loading for a voyage to San Francisco, under the command of a Captain Dillingham. Ship brokers printed such handbills and pasted them up in places where merchandise shippers were likely to see them. Smaller versions, called sailing cards, were printed on sturdier stock and usually had colorful illustrations with the intent of handing them directly to shippers.

This particular handbill copy was folded and put in someone's pocket, instead of being posted on a wall. Sounds like Facebook, doesn't it? Reading the bill carefully, one can see that the small size of both vessels was used as a selling point – it will not take long to fill the vessel's hold, so you better get your freight down to the pier or you may miss the boat. In this case the shippers who responded regretted it later.

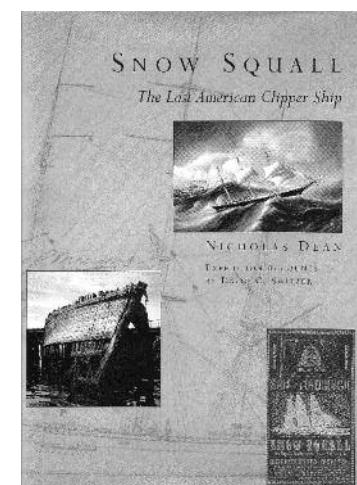


Maine Maritime Museum has an entire exhibit dedicated to the Maine-built clipper ship *Snow Squall*, including a large segment of her bow.

Nick Dean's book says that James S. Dillingham, Jr. commanded *Snow Squall* through the Civil War years. The only time he loaded for San Francisco at New York, however, was late in 1863. The diary of the ship's boy, Hubert Taylor, indicates that the ship sailed from New York on Jan. 2, 1864, so this handbill was probably printed in December 1863. It was the ship's last voyage. She ran on a ledge in Le Maire Strait (near Cape Horn) and staggered, leaking badly, into Port Stanley in the Falkland Islands, where she was condemned. The cargo was removed and placed aboard the Freeport (Maine) bark *Orsini*. There was cargo damage from the leak, and some from rough handling. The surviving cargo did not arrive at San Francisco until Nov. 4.



After obtaining the handbill, further research revealed another interesting fact – the other ship mentioned was also Maine-built. Harrison Springer of Bath built *Mattapan* in 1854 for Boston owner James Collier. No reference confirms this ship as a clipper, so that bit is probably advertising hyperbole. *Snow Squall*, on the other hand, was a very fast ship. *Mattapan* was likely sold about the time of the handbill, because she was re-registered with a New York homeport on Dec. 29, 1863, two days before sailing for San Francisco.



Snow Squall, The Last American Clipper Ship, by Nicholas Dean and David C. Switzer, tells the fascinating story of the ship's life from construction to her abandonment in the Falkland Islands, as well as the expedition to recover the ship's remains and return them to the U.S. Only available in hardback, the book can be purchased in the Maine Maritime Museum Store or online through the Museum website.

Captain Dillingham's difficulties getting home following the loss of *Snow Squall* make modern air travel delays seem paltry. He took the mail schooner from the Falklands to Montevideo, then a steamer to Rio de Janeiro, and then sailed on the Baltimore bark *Mondamin* for the United States. C.S.S. *Florida* captured the bark and its people, seizing Dillingham's valuable charts and navigational instruments.

For a full account of *Snow Squall*'s adventures, read Nick Dean's book, and visit the ship's bow here at MMM when warm weather comes again.

The Ticking of the Clock

Continued from page 1

"These patrols are filled with a degree of uncertainty and unrest. Our ship is an alien body in a hostile environment. The sea is merciless toward those who fail to be eternally vigilant; and those of us undersea are even more aware of the potential hazards than those who remain on the surface. Our ship is the finest vehicle yet built for submerged operations, but without the detailed knowledge and constant alertness by us to preclude problems, she would not survive forever. We cruise beneath the surface like a wild animal in a forest - ever alert to avoid predators, but poised to defend ourselves if attacked. And we wait - prepared to launch our missiles if, God forbid, we are ordered to do so; but praying that the awesome potential of our existence will deter nuclear aggression. It is a life of tensions." (Used with permission.)



The Museum's newest exhibit *Cold Waters, Cold War: the 20th Century Navy in Maine* will trade on the tension of those times, akin to that which we cope with now, post-9-11, but underlain with the uncomprehensively vast scale of nuclear weapons.

And so to the clock. Actually, there are two such 8-day spring-wound clocks in the *Cold Waters, Cold War* exhibit, clocks of a type that were used aboard Soviet-era submarines, acquired by an admiral (and MMM board member), Walt Cantrell, acquired as only admirals can. Like many military components, they were made by a civilian subcontractor to the Russian Navy, the Vostok Clock Co. Many of these clocks have since surfaced in surplus markets around the world with the cut-backs to the Russian fleet after 1991.

Seen below the submarine conning tower logo on the clock's face, the wording on the dial reads "Komandirskie" (Commander's), which is Vostok's trademark for most of its products, including their wrist watches, which they still make. Lower down the dial is what looks like a curly "B" - the Cyrillic "V" - which stands for Vostok. The lettering right at the bottom of the dial says "sdelano v SSSR" which means "made in USSR." The 8-inch front glass with rubber-gasket latches tightly across the works mounted in a hefty aluminum casting, which makes it, as one might expect for a submarine clock, completely waterproof.

Could the ticking of such a clock have been a major factor in winning the Cold War?

It is now known that, unlike aboard U.S. subs where rubber sound-isolating membranes damped the machinery noise of hull-mounted equipment, Soviet

technical innovation was hampered by party dogma that believed that "better is the enemy of good enough." In the blind man's bluff of technology that was the submarine Cold War environment, where stealth and silence were paramount to avoid detection, it may be that these clocks, as mounted to hull structures, were contributing to the acoustic signatures emitted by the Soviet vessels, revealing them to the acuity of our sonar listening devices, though this has been neither confirmed or denied.

Ironically, curious horologists have been able to make these clocks tick more quietly by reducing the strength of the mainspring, which makes one wonder just what sort of naval encounters might have turned out differently, and where that would have led.



Fall 2010 Puzzler – Not so Puzzling

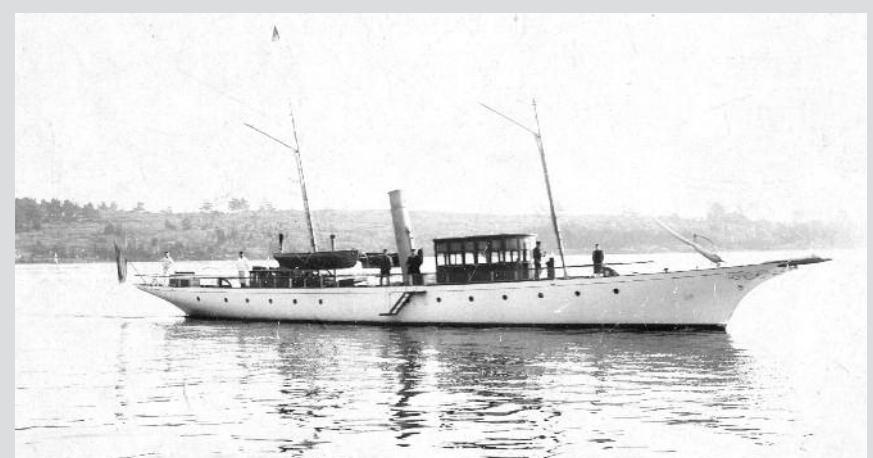


I think I can accurately say that response to the last Puzzler exceeded all previous Puzzler responses. It seems everyone is an expert on naval vessels. At least 15 people contacted us with the correct identification of the vessel – the battleship *USS Iowa*, BB-4.

MMM volunteer Phil Blauvelt was first, followed by, more or less in this order, Mark Snow, Bob Bent, Ed Rea, George Stewart, Michael Naab (Tongass Historical Museum), Michael Mjelde, Capt. Norman Smith, Win Price, Anthony Sarcone, Paul Fontenoy (North Carolina Maritime Museum), Steve Green (*USS Olympia*), Jim Reeves, John Spinner, and Scott McClure. All had the correct answer. A number of others offered wrong answers.

No one had a good idea of where the picture was taken. Since there is little distinctive detail in the background we may never know. As to when it was taken, a couple of respondents said that Iowa was attached to the North Atlantic Squadron from December 1903 to July 1907, and could easily have been in the Portland area during that time. We will see if we can find any recorded visits to Casco Bay.

Summer Puzzler SOLVED!



We finally have the answer on this one, thanks to our esteemed colleague Paul O'Pecko, Vice President of Collections and Research and Director of the G. W. Blunt White Library at Mystic Seaport. Thanks also go to Paul's boss, Mystic Seaport President Steve White, who showed Paul the Puzzler picture.

The yacht is the *Neckan*, which Paul found pictured in N. L. Stebbins' *Yachtsman's Album* from 1896, and owned at that time by H. C. Baxter of Portland, Maine. As we suspected, it was designed by N. G. Herreshoff and built by Herreshoff Mfg. Co. in 1894. The details of the vessel, down to the number of portholes, are a match.

At 109 feet overall length, it must have made a big impression in Portland Harbor and in the waters of Casco Bay.

Winter and Spring Programs

Calendar of Events

January

- 25 Americas Boating Course Begins
- 26 Authors at Eight Bells:
Patricia Hughes
- 27 Lecture: Christy Georg
- 28 Movie: *Captain Blood*

February

- 2 Authors at Eight Bells:
Mark Warner
- 5 Boater Safety Seminar:
Paddle Smart
- 10 Movie: *Life by Lobster*
- 13 Lecture: Tofu's Journey
- 17 Navy League Lecture
- 18 Members reception for
Cold Waters, Cold War
- 19 Movie: *The Crimson Pirate*
- 23-24 Winter Break Family
Boatbuilding

March

- 5 Movie: *Gone: the Mystery of the Don*
- 17 Navy League Lecture
- 20 Crossing the Line Ceremony
- 21 Navigation Course:
Navigating Mid-Coast Maine
- 23 Boater Safety Seminar:
Mastering the Rules of the Road

April

- 16 On Board Weather Forecasting
- 18-22 Mud Season Madness Camp
- 21 Navy League Lecture
- 30 Symposium

Navigation and Boater Safety Courses

Paddle Smart

Saturday, Feb. 5, 1pm
MMM Bath
Members \$40 / Nonmembers \$45

Paddle sports are the fastest growing segment of boating. This two-hour seminar is for those joining the sport and those about to purchase equipment. Topics include terminology, minimum and optional equipment needs, safety practices, and day-tripping and touring considerations. Handouts included are *The Complete Sea Kayaker's Handbook* by Shelly Johnson, and an *Off-Season Boating, Cold Shock & Hypothermia* brochure.



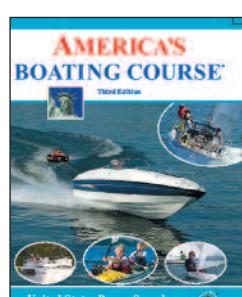
Navigating Mid-Coast Maine

Mondays, March 21 to April 11, 7pm
MMM Bath
Members \$75 / Nonmembers \$80

Learn to read a nautical chart from U.S. Coast Guard Auxiliary members and miss those rocks on the Maine coast and arrive safely at your destination. They'll introduce you to navigation using a chart of the Boothbay area (Small Point to Pemaquid). You'll learn to plan cruises and how to use navigation aids (buoys and lights). You'll be able to read and understand all U.S. nautical charts and GPS chartplotter displays. Course topics include true and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude, dead reckoning, and aids to navigation. Course materials provided include the Three Rivers chart (#13293) and a copy of navigation principles. A parallel ruler and dividers are required and can be purchased in the Museum Store.

Mastering the Rules of the Road

Wednesday, March 23, 7pm
MMM Bath
Members \$50 / Nonmembers \$55



This seminar simplifies for the recreational boater the sometimes complex laws related to boat operation. U.S. Power Squadron members use examples to fully explain the 37 Rules of the Road for both the U.S. Inland Rules and the International Rules (COLREGS). It is the starting point to prepare for the USCG License examination. Provided seminar materials include McGraw-Hill's *The One Minute Guide to the Nautical Rules of the Road* by Charlie Wing and Student Notes with slides.

On Board Weather Forecasting

Saturday, April 16, 1pm
MMM Bath
Members \$35 / Nonmembers \$40

Changing weather conditions can quickly turn a delightful day on the water into a real challenge. Forecasting the weather is one of the top priorities for safe boating. Taught by members of the U.S. Power Squadron this seminar explains how to use your senses to help determine the conditions you will encounter. Add a couple of instruments to verify your observations. Learn about



weather systems, understanding clouds and their changes and how to use changing

wind direction, temperature, and pressure to hone in on emerging weather fronts. Included are the McGraw-Hill *Onboard Weather Forecasting* and *Waterproof Captain's Quick Guide* to take aboard your boat.

Authors at Eight Bells

Patricia Hughes *Maine Waterfalls: A Comprehensive Guide*

Wednesday, Jan. 26, Noon
MMM Bath
Members \$3 / Nonmembers \$5

Author Patricia Hughes explains how Maine's 177 waterfalls have shaped the state's history from prehistoric times to the present. Learn about Screw Auger Falls and the Great Falls in Lewiston; experience the waterfalls that Henry Thoreau traveled on the mighty Penobscot River, and one of the most powerful waterfalls known to the colonists, the Rumford Falls.

Mark Warner *Tragedy of the Royal Tar*

Wednesday, Feb. 2, Noon
MMM Bath
Members \$3 / Nonmembers \$5

Learn the real story behind the Oct. 25, 1836 sinking of *The Royal Tar* in Penobscot Bay, with its load of circus animals and passengers. The author will explain the Royal Tar's construction, the vessel's history, the menagerie's tour of the Maritimes, the cause of the fire, and the details of the rescue operation of the crew and circus animals. There is something for everyone in this meaty little book.

Lectures

Wendy Lull

Tofu's Journey: A Contemporary Whale Tale
Sunday, Feb. 13, 2pm
Maine Historical Society,
489 Congress Street, Portland
Members \$5 / Nonmembers \$7

Seacoast Science Center President Wendy Lull will discuss how the life and death of one young whale is used to interpret the ecology of the Gulf of Maine whale population and the challenges of transforming this tragic loss into an engaging and inspiring learning experience.

Down to the Sea in Film

Captain Blood

Friday, Jan. 28, 6:30pm
MMM Bath
Members \$8 / Nonmembers \$10
Students \$5 / Family \$25

The film series premiere event, director Michael Curtiz's 1935 film *Captain Blood*, has been called "*The most magnificent and thrilling sea adventure ever filmed.*" Starring Errol Flynn as Capt. Peter Blood, a physician turned pirate, the film served as a model for today's Pirates of the Caribbean series.

Life by Lobster

Thursday, Feb. 10, 6:30pm
MMM Bath
Members \$8 /
Nonmembers \$10



This 55-minute documentary takes the audience inside the lives of five young lobstermen determined to pursue this proud traditional vocation. Examining the growing barriers to commercial lobster fishing for a new generation, *Life by Lobster*'s compelling footage includes images of Deer Isle and Stonington and conversation with local lobstermen.

The Crimson Pirate

Friday, Feb. 19, 6:30pm
MMM Bath
Members \$8 / Nonmembers \$10

Directed by Robert Siodmak, this 1952 adventure film set in the late 18th century, stars Burt Lancaster as Captain Vallo, a pirate with a taste for intrigue and acrobatics who involves himself in a Caribbean revolution. The *Crimson Pirate* is a lighthearted adventure involving prison breaks, an oddball scientist, sailing ships, naval fights, and tons of swordplay.

From the Boatshop

Build Your Own Boat This Winter

Nothing is more satisfying than cruising the waterways of Maine in a boat you built with your own hands. The Boatshop at Maine Maritime Museum provides you the opportunity to do just that. We'll provide the space, the tools and the expert guidance that will make the project not only satisfying, but fun as well. Get ready for a great summer, sign up today!



Winter Break Family Boatbuilding

Wednesday & Thursday, Feb. 23 & 24 – 9am to 4pm
Member family \$770 / Nonmember family \$800 (materials included)
Class minimum 3 families; maximum 7
Registration deadline February 15

Looking for a great adventure during the February school break? For about the cost of one day at Disney World your family can build a 12-foot skiff to take home. All parts are pre-cut and ready for assembly. Due to the course length, painting and varnishing is not included. A pair of 6-foot oars is included. A family group should be at least two persons with no one under 8 years old. Contact Kurt at boatshop@maritimeme.org for more information.

Haven 12 & ½ Under Construction at Boatshop



Construction continues in the boatshop on the current commission project, a Haven 12½ 16-foot daysailer, designed by Joel White. Work began in July, and, as of this writing, 18 of the 20 planks in the hull have been fastened. The work is ongoing five days a week, with more than 20 different volunteers pitching in to complete the job. The boat will be finished in July. Stop in to check the progress and see this beautiful vessel come to life.

Woolwich Students See Boat Planking Cut for Their Projects

Students in the Discovery Boatbuilding program have progressed to the boat building phase of their courses. Currently, 7th and 8th graders from Woolwich Central School and South Bristol School are building two skiffs in each class – Woolwich on Wednesdays and South Bristol on Fridays.



One of the highlights during the fall portion of the program was a trip by the Woolwich students to a local sawmill in Phippsburg, owned by John Morse, to watch as lumber for their boats was cut. A large cedar tree on Middle Street had fallen during a storm, and volunteer Robert McChesney donated it to the shop for boatbuilding use. Even though the temperature was only in the teens, the students didn't seem to mind as they intently watched John mill the cedar into planks that they would use to plank their boats.

GONE: the Mystery of the Don Disaster

Saturday, March 5, 6:30pm

MMM Bath

Members \$8 / Nonmembers \$10

GONE explores the puzzling 1941 disappearance of the pleasure craft DON with 34 people on board, one of New England's worst boating disasters. No wreckage was ever found and only 14 bodies were recovered. For almost seven decades, the sea off the rocky coast of Maine has held the secrets to the DON's loss. In this one-hour documentary an adventurous team of filmmakers explore the mystery and in the process add a new chapter to this maritime disaster's story and reveal a personal look at the lives of the 34 lost souls.

Exhibit Events

Sculptor Christy Georg Lecture and Gallery Tour

Thursday, Jan. 27, 6:30pm

MMM Bath

Members \$5 / Nonmembers \$7



Sculptor Christy Georg discusses her interest and inspiration in nautical and maritime works of art and the physical requirements for creating the large and intricate pieces she is noted for. Christy will then conduct a gallery tour of the exhibit *Cross Currents: Visual Art Distilled* from the Maritime World where attendees can view and discuss her works on view.

Special Events

Crossing the Line: Celebrate Spring

Sunday, March 20, 9:30 to 5 pm

MMM Bath

FREE Admission

As winter becomes spring, "Pollywogs" become "Shellbacks" at Maine Maritime Museum when the traditional Crossing the Line Ceremony is reenacted. For centuries, crossing the Equator has been the mark of an experienced sailor, but



no mariner earns the title of Shellback without some serious hazing, performed by none other than King Neptune and his court. This tradition carries on in today's U.S. Navy and the merchant service. Enjoy entertainment and activities for all ages, and cheer on the brave 'Pollywogs' as they cross the line!

Children's Events

Mud Season Madness

Camp!

Monday thru Friday, April 18-22,

9am to 4pm

MMM Bath

Members \$200 / Nonmembers \$225

Add \$25 for early arrival (8am) and/or late departure (5:30pm). Limit 20 campers. Registration deadline April 1

When school's out for spring break and the weather can't make up its mind (Cold and miserable? Warm and sunny?) it's time for all hands – age 6 to 12 – to head to Maine Maritime Museum for some serious Mud Season fun. Campers will explore traditional woodworking crafts in the boat shop, "camp out" in the shipyard to learn what to do when stranded on a desert island (including building a camp fire and cooking over it), and enjoy plenty of other fun and engaging activities.

Win a Beach Pea sailboat

This year's raffle boat, built in our Boatshop by volunteer craftsmen, is a beautiful Beach Pea, a modern adaptation of the Peapod, a classic, centuries-old design. Tickets can be purchased in the Museum Store and on the Museum website (click on SHOP), for \$5 each or \$20 for five tickets.

Designed by Doug Hylan, the Beach Pea is very stable and seaworthy like its predecessors, but incorporates modern materials and construction techniques to enhance the boat's durability and strength while decreasing maintenance. It comes with a spruce rig, Dacron sail and a pair of rowing oars. You could enjoy years of sailing for only \$5. Enter today. (Note: Santa & Mrs. Claus and Christmas decorations not included.)

Specifications:
L.O.A: 13' L.W.L: 10' 11"
Beam: 4'3" Draft: Centerboard UP: 3"
Centerboard Down: 18"
Approx Weight 125 lbs.
Sprit Rig: 54 sq Ft.

Welcome to New Volunteers

Boatshop

David Swetland
Rudi Lehr

Library/Curatorial

John Eric Anderson
David Kaler
Bob Nelson
Richard Spear

Maintenance

Carl Zeis

Marketing

Katie Peters

Volunteer Training

The 2011 Volunteer Training Schedule will be published soon. Responding to volunteer input, some training will be offered in February and March, including SEA Time, as well as the traditional April and May sessions. Copies of the training schedule will be available at the Greeter Counter, in the Volunteer Room, or in the Volunteer Office. Or call Ann at 443-1316, ext. 350, to have one mailed to you.

Volunteer Breakfast March 24

The annual Volunteer Breakfast is scheduled for March 24 beginning at 8:30 in Long Reach Hall. The guest speaker will be Earle G. Shettleworth, State Historian and Director of The Maine Historic Preservation Commission. His presentation will be on the subject Architecture of Bath During the Age of the Great Schooners.

Don't miss this fascinating presentation and the opportunity to meet with volunteers from other areas of the Museum. You are encouraged to bring a friend or potential volunteer.

Portland Trip in Planning Stage

Because MMM is increasing its presence in Portland, the Volunteer Council is planning an excursion to the area as the annual Volunteer staff off-site trip. We hope to visit historic homes and landmarks in and around the city. Details will be shared as they're confirmed.

Volunteers Recognized at Annual Dinner

To recognize the contributions made by its 230+ volunteers, the Museum held its annual Volunteer Recognition Party on Oct. 20, in Long Reach Hall.

During the past volunteer year, Oct. 1, 2009, to Sept. 30, 2010, the MMM Volunteer Staff recorded more than 20,000 hours of voluntary service to the Museum, an increase of more than 2,000 hours from the previous 12-month period and the highest level of volunteering in the past ten years. The monetary value of the total number of hours served is \$417,000.

Executive Director Amy Lent applauded all volunteers for their dedication to helping meet the Museum's mission and programs, and in particular lauded those volunteers who have served the Museum for multiple years, those who contribute hundreds of hours each year and those who serve in multiple roles.

The first order of business was to welcome the 36 new volunteers who received their First Year Pins. Volunteers must serve a minimum of 15 hours during the volunteer year to be considered active and to receive a pin.

Then those achieving milestones were recognized:

- 17 were recognized for serving more than 250 hours during the past volunteer year
- 13 were recognized for serving more than 250 hours over the past five years
- 3 were honored for 10 years of volunteer service
- 2 were honored for 15 years of service, and,
- 16 were honored for volunteering for more than 15 years for the Museum.



Then incredible individual achievements were honored:

- **Thatcher Pinkham** was honored for contributing more than 6,000 hours over 17 years
- **John Way** was honored for contributing more than 4,000 hours over 9 years
- **Dave Dearborn, Ken Shepherd, and Peter Watson** each were honored for serving more than 3,000 hours over 10 years
- **Phil Souza, Bob Trabona, and Jim McGuigan** each were honored for serving more than 2,000 hours over 19, 10, and 34 years, respectively.

Stew Anderson, chair of the Volunteer Council, then recognized and thanked two council members who were stepping down from the council – John Way, a member for the past six years, and George Patterson. He also welcomed their successors – Nancy Wilkes and Peter Stackpole.

Volunteers Host Christmas at Donnell House

Thanks in large part to volunteer docents and greeters, the Donnell House, Maine Maritime Museum's shipyard owner's Victorian home, provided visitors a glimpse into how Christmas was celebrated at the turn of the century.

Daily from December 15 to 22, they provided guided tours of the house which had been decorated by Sea Scouts and volunteers, under the direction of Jim Nelson, the Museum's education coordinator. The docents and greeters who volunteered their time during the busy holiday season were Stewart Anderson, John and Betty Bibber, Ivon Boyer, Jean Brusila, Jan Cellana, Dave



Dearborn, Anne Harris, Jean Hodgkins, Verian Kellner, Martha and Hollis McBride, Carolyn Owens, Mary Earl Rogers and Mary Weinberg.

Jim Nelson, along with his daughter Elizabeth and Franz Chesley, both Sea Scouts, role played members of the Donnell family.

Jim also portrayed Charles Dickens by performing two readings of that most famous of Dickens' works *A Christmas Carol*.

The "Spare Parts," a barbershop quartet composed of Chuck Parody, Ray Robitaille, Charlie Kettell, and Jim McQuaide, entertained visitors on opening day.

My Favorite Artifact

By David Bellows



My favorite artifact is the very large painting of a square-rigged ship that hangs at the end of the room in the *Distant Lands of Palm and Spice* exhibit in the Crooker Gallery. Charles Robert Patterson's painting of the *W.R. Grace* is dramatic in its size and detail, and with some history and context it comes alive for me and tells a story very evocative of a time and place.

The *W.R. Grace* was a Downeaster, a type of very large and efficient wooden sailing vessel developed after the Civil War and named for the fact that most were built in Maine. The *W.R. Grace* was built in 1873 by

Chapman and Flint in Bath. She measured 218 feet long and 1,893 registered tons. The vessel was named for the founder of an important and long-lasting shipping company. Such ships normally carried a captain, and crew of 29 - two mates, cook, steward, carpenter and about 24 seamen. *W.R. Grace* was built for the California trade, which at that time, long before the construction of the Panama Canal, meant long voyages of about 16,000 miles - from an East Coast port like New York, south around the ever dangerous Cape Horn, then back north up through the Pacific to San Francisco or another west coast port.

The ship completed twelve such voyages returning to Liverpool and once to Havre, France. The voyage out to California was typically made in four to five months, occasionally longer. In the days before radio, a five-month passage around Cape Horn usually meant five months with no communication with the outside world. So wives, families, and owners had no idea what was happening on board the ship, or even if the ship still survived.

The quiet drama in this painting is the passing of another ship, seen on the right edge of the painting. The *W.R. Grace* flies the flags Bravo, Quebec and Delta, which the other ship's crew could find in their code book stood for the message, 'Report me all well.' the title Patterson gave to his painting.

As I stand and study the painting, all the small details Patterson has included confirm that message. The clouds tinged with lavender and peach indicate that it is late in the day, and the small seas, nearly full sail, and bow wave indicate that the ship is sailing nicely in moderate weather as she makes her way north in the Pacific, the storms and terrors of Cape Horn behind her.

Examination of the ship shows that all is as it should be - the yards are perfectly braced and not a line is out of place. Normal activities are occurring. On the bow, up on the foc'sle, a tiny figure stands looking forward, the lookout. Sailors can be seen taking in sail, the "kites," the highest sails flown only in light winds. Two sailors are on the fore royal yard, the highest on the forecastle and closest to the observer. They are furling the sail into a tight bundle to be tied to the yard with gaskets, so that when they are done it will look like the furled main skysail that can be seen behind them and over their heads. Out on the end of the bowsprit a sailor can be seen preparing to furl the flying jib. In another hour or so it will be nightfall, so once their work is done those sailors on watch but not at the helm or on lookout will be free to lounge about the deck, tell yarns, and maybe smoke their pipes.

Then things will be truly "all well."

Editor's Note: David Bellows has been volunteering at the Museum since January 2009, sorting and cataloging plans and helping with exhibit changes. In the summer he is a gallery docent. He previously spent a year crewing on a square-rigged bark circling the North Atlantic.

Why I Like to Volunteer

By Jim McQuaide

My love affair with Maine Maritime Museum started in 1994. I graduated a year later on Dec. 1, 1995 from the Museum's Apprentice Shop program, as the very last Boatshop apprentice from that program.

At that time, the Museum's Ruth Maschino asked me, along with Jim McGuigan and Steve Farenwold, to help start up a new boat building program with the South Bristol School for their 8th grade class. I worked closely with then school principal, Pam Sperry, and today, I am so pleased that the Museum has managed to maintain that program over the years, and now includes Woolwich School 8th graders.

Years later, my architectural work had me commuting to Camden, and I had to take a time-out from boat building. But when I retired, I had to return to the Boatshop.

Now, in addition to helping Kurt instruct the 8th graders from both schools, I have found myself a little niche in making boat half models for the Museum gift shop. That's where you can find me today. In fact, I brought a couple of models home with me over the holidays, so that I could put some last minute finishing touches on them.

I should add another joy that's coming from my experience in the Boatshop. In 2009, I completed a canoe construction class with Eric Schrade. The outcome was a beautiful 17 ft. wood lap strake Schoodic canoe that weighs a mere 60 lbs.

The canoe is for sale, by the way. I have a picture of it hanging in my little section of the Boatshop, if you're interested. I hate to part with it, but I can't take it with me when Phyllis and I move to New Mexico next year.

I know you're thinking, "How can I leave Maine and my wooden boat world?" There's a story there - stop by the boat shop and I will fill you in!

Editor's Note: Aside from being very much involved with the students at the Boat Shop, Jim is a member of the Spare Parts barbershop quartet, who have performed at several Museum functions.

2nd Annual Yard Sale, Saturday, May 14

Building on the success of last year's Museum Yard Sale conducted on Quartermaster's Day, the event will again be held on Quartermaster's Day (this year May 14) and a new feature will be added.

Last year the sale items were things the Museum no longer had a use for - like old cameras and computers, display cases, and everything in between. This year, volunteers, employees, members or friends of the Museum are being asked to contribute items to the sale.

Here's your chance to reduce that clutter in your garage, basement, attic or wherever, while supporting the Museum's volunteer program. All proceeds of the sale go toward helping underwrite the expenses of the volunteer program, such as purchasing volunteer shirts, printing training manuals and purchasing food for volunteer events.

Start looking around for items to contribute, and ask friends and neighbors for their castoffs as well. Then deliver it all to the Education Building during business hours May 2 to May 6. Arrangements for drop-off on the weekend can be made by calling 443-1316 Ext. 350. During the week leading up to the sale, volunteers will sort and price all the contributed items.



Giving to Maine Maritime Museum

Honor/Memorial Gifts

September 24 – December 17, 2010

In Memory of Dodge Morgan

Mr. and Mrs. Robert McCray

In Honor of Mr. and Mrs.

William A. Rogers, Jr.

Mr. and Mrs. Halsey Sandford

In Memory of Mrs. Betty F.

Winterhalder

Mr. John M. Moore

Dr. H. Draper Hunt

In honor of Mr. Thomas E. Wood

Ms. Kathie Greenacre Goodman

Legacy Giving

Interested in a simple way to make a legacy gift to Maine Maritime Museum? Consider making MMM a beneficiary of your life insurance policy or pension plan. Simply complete the "change of beneficiary" form that your insurance or pension company can provide – then add Maine Maritime Museum, tax ID #01-0271477, as a beneficiary. Thank you!

Tax Bill Reopens IRA Contribution Option

One of the provisions of the bipartisan tax deal between President Obama and the House Republican leadership allows people 70-years-and-6-months of age or older to channel up to \$100,000 a year tax-free from individual retirement accounts to charities during 2011. The break was in place for 2009, but Congress did not extend it for 2010. Also under the new measure, such donors are allowed to make retirement account gifts through the end of January 2011 and count them in their 2010 taxes. Consult your tax advisor to determine if this tax provision would be of benefit to you, and we ask that you keep MMM in mind if you do make such a contribution.

Welcome Aboard New and Rejoining Members

Dr. and Mrs. Roger B. Allen	Mr. and Mrs. Philip Halleck	Mrs. and Mrs. William R. Obreiter
Micaila Barone and Family	Ms. Kathleen Hanley	Mr. and Mrs. Richard V. Palm
Colin Barter and Family	Mr. and Mrs. Davis Hartwell	Mrs. Elizabeth S. Parks
Tyler Barter and Family	Mr. and Mrs. Nathaniel V. Henshaw	Mr. and Mrs. John Peacock
Ms. Susan Bates	Lucas Hills and Family	Ms. Vanessa Pelletier
Mr. and Mrs. George Beffre	Zachary Holbrook and Family	Ms. Jacqulyn Perfetto
Mr. and Mrs. William J. Bellows	Mr. Bryant L. Hopkins	Mr. and Mrs. William P. Perkins
Ms. Janet Billson	Mr. and Mrs. John R. Houghton	Mr. and Mrs. Stephen Perkinson
Mr. and Mrs. Henry Bird	Ms. Jean Jenkins and Ms. Toby Woods	Taylor Poland and Family
Ms. Amanda Black and	Rev. and Mrs. Birger Johnson	Corey Pottle and Family
Mr. Forrest Pratt	Mr. T. Scott Johnson	Mrs. Kari Powles and Mr. Henry Powles
Mr. and Mrs. Thomas C. Buchanan	Ms. Elizabeth A. Kane	Casey Rattleff and Family
Ms. Mary M. Burke	Ms. June Lacombe and Mr. Bill Ginn	Mr. Richard Rephann &
Dr. and Mrs. William K. Burns	Mr. and Mrs. Brian Leeman	Ms. Susan Thompson
Mr. and Mrs. George G. Burr	RADM. David H. Lewis, USN	Mr. and Mrs. John W. Rosenblum
Thaddeus Bushnell and Family	Mr. Timothy D. Lewis and	Mr. and Mrs. Olin Sawyer
Ms. Janice Cellana	Ms. Sarah M. Burr	Mr. Ben Shambaugh
Mr. Michael Chaney	Mr. John Lichter and	Mr. Morgan Shearer and
Ms. Kathryn Cogan and	Ms. Kathleen Claerr	Ms. Fran Janowski
Mr. David Kahill	Mr. and Mrs. Anthony Lopreato	Mr. J. Howard Sprague
Mr. and Mrs. William Colbath	Mr. George Lyons	Ms. Patricia Stauble
Hannah Cole and Family	Mr. John Mahon and Ms. JoAnn Mican	Mr. and Mrs. David S. Swetland
Keegan Daly O'Donnell and Family	Mr. Lawrence Major, Sr.	Mr. and Mrs. L. Bradford Thompson
Ms. Sandi Day	Ms. Glenda McAloney	Mr. and Mrs. Jeffrey Van Fleet
Asia Derosby and Family	Mr. and Mrs. Scott McClure	Mr. and Mrs. Ronald van Gemert
Ms. Rosemary Dietrich and	Mr. Malcolm McFarland	Mr. and Mrs. A. Stanton Wells
Mr. Mark Reinen	Wesley McKenna and Family	Ms. Margaret T. Wescott
Mr. Joseph A. Dowd	Ms. Peg Miller	Mr. David C. West
Mr. and Mrs. Daniel Eosco	Mr. Frederick F. Moon, III	Mrs. Elizabeth L. Whipple
Zachary Fifield and Family	Ms. Sandra Moran	Ms. Mettie M. Whipple
Ms. Sharan B. Flanagan	Caleb Mullen and Family	Mrs. Judith A. White
Megan Genther and Family	Maria Naylor and Family	Mr. Daniel Wiederkehr
Mrs. Ann A. Guild	Ms. Nancy Nellis & Mr. John Swenson	Ms. Kathryn Wetzel Young
Ms. Maria Hall	Mr. John C. O'Brien	Tyler Young and Family

Correction: Sandra Daley-Denman (new member 2009)

A Legacy Gift Helping Assure the Future

The Museum received a generous, unexpected and special gift at the end of the year from the trust of longtime member and supporter Eleanor Rogers. Two years ago, Mrs. Rogers "lost her battle with cancer, but she never lost the battle of life," said her friend and trustee Bill Grant. "She was a delightful person with a spontaneous wit and joyful personality, and she loved Maine Maritime Museum."

Like a modern day Miss Rumphius, Eleanor Rogers spent her life traveling the globe. An avid birdwatcher and essayist, she visited places off the usual tourist itinerary, such as Antarctica and Greenland, with her husband, Carl. While they eventually settled in Oregon, Eleanor and her husband maintained their interest in Maine where Eleanor's family had come from and faithfully supported the Museum from

its inception. She was also generous financially and as a volunteer to many other organizations throughout her life.

Eleanor's final gift to Maine Maritime Museum came with no restrictions. Bill Grant told us, "She had every confidence in the organization. With trust in the capability of the staff and guidance of the leadership, she was very insistent that the gift should have no strings attached. That wasn't her attitude towards every organization, to be sure, but she had total faith in the Museum."

We are so grateful for her generosity and her confidence in MMM. Because of this gift and the support of so many others like Mrs. Rogers, the Museum can continue to preserve Maine Maritime Museum's unique maritime culture and ensure it remains accessible for generations to come.

Celebrating Our Business Partners



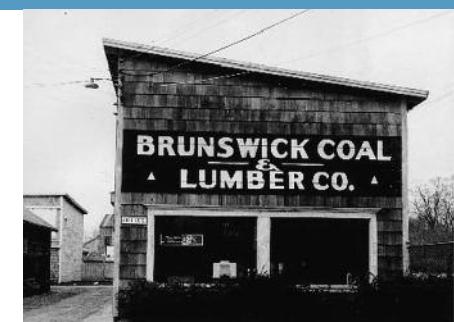
Downeast Energy

Founded in 1908, Downeast Energy has been a fixture at 18 Spring Street in Brunswick for more than a century. While a lot has changed for the business during more than 100 years of growth, two principles have continued to serve as benchmarks for its success — a commitment to the utmost in customer care and service, and a commitment to the community.

"Those principles have always been our focus and will continue to be," says Dick Morrell, who, along with his brother Bob, joined their father's company in the 1950s. "It has never occurred to us to do business in any other manner."

Originally named Brunswick Coal, the company first began by selling coal and firewood. In 1931, Allen Morrell bought the company, and shortly thereafter added "& Lumber" to the name, expanding the business to include heating oil, propane and building materials. In 2009, Downeast Energy returned to its original focus as an energy supplier. The company sold its building supply business to Hammond Lumber, which ensured that all employees remained employed while allowing it to focus on and grow its energy sales. With 14 offices, Downeast serves many communities in Maine and New Hampshire, selling oil, propane and energy efficient equipment, plus offering a spectrum of services to ensure customer homes and businesses stay comfortable year round.

Downeast also has a long history of community involvement, such as its ongoing commitment to the United Way throughout Maine and New Hampshire to its generous contributions to many worthy organizations, including Maine Maritime Museum. Downeast is also committed to taking a proactive, engaged role in the lives of friends and neighbors. The company's longtime mascot Captain Puffin attends many community events each year, greeting children and bringing smiles to all. "We have always believed that community involvement is a critical component of our business," Bob Morrell notes. "Whether arts, human services or education, we look for projects that will benefit both our employees and the larger community." That approach fits naturally to how Downeast has done business — and will continue to do — with a clear understanding of the importance of being both a solid company and a community member. As Dick Morrell puts it, "We are fortunate to be able to give back to our friends at the Maine Maritime Museum and to many others. We feel good inside knowing that we are helping our neighbors in so many ways."



Downeast Energy, 18 Spring St. Brunswick, ME. 207-319-1200, www.downeastenergy.com

Please support the businesses that support MMM!

Our business partners are active, contributing members of our community, state and region. By supporting their businesses you are supporting so much more.

Anchor (\$5,000)

Bath Iron Works,
A General Dynamics Company
Bath Savings Institution
Fort Reliance (formerly Irving Oil)
Reed & Reed

Quarterdeck (\$2,500)

Hampton Inn Bath
Holiday Inn Bath

Mast (\$1,000)

Atlantic Motorcar Services
BEK, Inc.
Carl. A. Bickford, Inc.
Downeast Energy
Lane Construction Corporation
Maine Lobster Direct
North & Co., Personal Financial Advisor
Piper Shores
Yale Cordage, Inc.

Rudder (\$500)

Anchor Capital Advisors LLC
Cross Insurance
East Coast Yacht Sales
Hap Moore Antiques Auctions
The Highlands
Maine Built Boats, Inc.
Pineland Farm Natural Meats
Riley Marine Models
Sagadahock Real Estate Assoc.
Strauts Point Wharf Company
Thomaston Place Auction Galleries
Thornton Oaks Retirement Community

Galley (\$300)

111 Maine
Anna's Water's Edge Restaurant
Admiral Steakhouse
Back River Music Works
Barn Door Cafe
Beale Street Barbeque
Belle Fete Events & Catering
BFC Marine
Blue Elephant Events & Catering
Brewster House Bed & Breakfast
Byrnes' Irish Pub
Clementine Restaurant
CVC Catering Group
Digital Goat
Farm to Table Catering, by El Camino
The Galen C. Moses House B & B
Gilman Electrical Supply
Gulf of Maine Yacht Sales
Halcyon Yarn
Harraseeket Inn
Henry and Marty Restaurant, Catering
Holden Agency Insurance
Homes & Harbors Real Estate
The Inn at Bath
J.R. Maxwell & Company
Kennebec Tavern & Marina
Land's Ends Gift Shop
Local Sprouts Coop
Mae's Café & Bakery
Marshall Tent & Event Rental Center
Monhegan Boat Line
Morton Real Estate
Now You're Cooking
Optimus Group Solutions, LLC
Pemaquid Marine
Portland Schooner Co.
Red's Eats

Robinhood Free Meetinghouse

Rob Williams Real Estate
Rocktide Inn
Roger Duncan Photography
Sarah's Café & Twin Schooner Pub
Schooner Eastwind
Schooner Heritage
Sebasco Harbor Resort
Sharon Drake Real Estate
Simply Elegant Catering
Solo Bistro Bistro
Springer's
Starlight Café
Stone Cove Catering
Topside Inn
Winters Gone Farm & Alpaca Store
Wiscasset Motor Lodge
WoodenBoat Publications

Keel (\$250)

Androscoggin Dental Care
Bailey Island Motel
Bath Antiques Shows
Boothbay Resort
Brunswick Boat Works
Brunswick Tour and Travel
The Cabin Restaurant
Cruising Guide to Long Island Sound
Dreamcrest Realty
Flagship Inn
For Arts Sake Framing Gallery
Frohmiller Construction, Inc.
Hardy Boat Line
Hilton Garden Inn Freeport
Lie-Nielsen Toolworks
Lisa Marie's Made in Maine
New Meadows Marina
Rogers ACE Hardware

Sitelines, PA

Bruce Verrill, D.M.D.
Vigilant Capital Mgmt. LLC

Binnacle (\$100) Our nonprofit partners

The Apprenticeshop
Bath Area Family YMCA
Boothbay Harbor One Design Assoc.
Cathance River Education Alliance
Casco Bay Council Navy League
Elmhurst, Inc.
Friends of Seguin Island
Friends of DaPonte String Quartet
Gulf of Maine Research Institute
Hyde Schools
Holbrook Community Foundation
Kennebec Estuary Land Trust
Kieve-Wavus Education
Maine Antique Dealers Assoc.
Maine Island Trail Assoc.
Main Street Bath
Maine State Aquarium
Maine State Music Theatre
Pine Tree Society
Sagadahoc Preservation, Inc.
Sailors for the Sea
Seacoast Science Center
Sheepscot Valley Conservation Assoc.
The Theater Project
Wawenock Sail & Power Squadron

To learn more about the Business Partner Program contact Randall Wade Thomas at 207.443.1316 x 344 or development@MaritimeME.org

The Puzzler

A Puzzler Wrapped in a Mystery is Something to Bark About

This one is a bit more complicated.

The Museum has been given, from the Estate of Barbara Campbell Smith, a small collection of photographs with an interesting model of a bark. The items are from her ancestor, Capt. William C. Lunt (b.1855, d.1913) of Falmouth, Maine.

We are told the family believed Capt. Lunt made the model, of a vessel he commanded. The name on the model is *Annie*, whereas Ms. Smith believed that the model depicts a vessel named *Golden Sheaf*, once commanded by Capt. Lunt. Capt. Lunt's wife was Annie (Merrill) Lunt, so it is plausible that he put her name on the model.

However, there were two Maine-built barks named *Annie*, as well as barks named *Annie Lewis*, *Annie M. Palmer*, *Annie Reed*, and *Annie Torrey*, all built in Maine. To make things more interesting, *Golden Sheaf* (named as an allusion to the West Coast grain trade) was supposedly a barkentine, not a bark.

We have a picture – you knew there was a picture – from the Smith Estate that shows a small bark at a wharf. *Golden Sheaf* was definitely small, at 453 tons, built by Daniel Brewer at Cape Elizabeth in 1874. The unidentified bark in the picture appears to be identical in nearly every detail to the model. After the model has had some slight rigging damage repaired, we will provide a photo of it.

For now, the question is, could this photograph depict the 1874 *Golden Sheaf*? Has anyone seen a photo of this vessel showing her to be a bark? Does anyone have any evidence that *Golden Sheaf* was a bark rather than a barkentine? Or that it was later re-rigged from barkentine to bark?

One interesting detail in the photo is that the foremast appears to be a built-up mast (several sticks banded together), whereas the main and mizzen masts are single-stick spars. This could mean that a re-rig is a possibility. Of course, this detail is not shown in the model, making us doubt that the model and photo are the same vessel.

If you can help, please contact Senior Curator Nathan R. Lipfert, 207-443-1316, ext. 328, or lipfert@maritimeme.org, or drop a card in the mail.



Enjoy the Benefits of Membership

All membership levels provide:

- Free admission to the Museum
- Use of the Library (by appointment)
- 10% discount at Museum Store
- The *Rhumb Line* newsletter
- Museum e-news letter
- Members' rates for events, programs, lectures & classes
- Special recognition in Museum publications

Sustaining

All of the above benefits plus:

- 50% discount on guest Museum admissions
- Opportunity to rent Museum facilities for weddings, functions, etc.
- Membership to the Council of American Maritime Museums (CAMM), entitling you to admission benefits at more than 80 maritime museums

Patron

All of the above benefits plus:

- A total of 5 guest Museum admissions
- Two free mooring nights

Shipwright

All of the above benefits plus:

- A total of 10 guest Museum admissions
- Free book! Choose one while supplies last! *Whalesmen and Whalerships of Maine* or *A Doryman's Day* or *A Singleness of Purpose: The Skofields and Their Ships*. Circle your choice!

Downeaster

All of the above benefits plus:

- A total of 25 guest Museum admissions
- One behind-the-scenes tour of the collections
- 25% discount on rental fees for Museum facilities

Please check Membership:

- | | | |
|--|---|---|
| <input type="checkbox"/> Individual \$40 | <input type="checkbox"/> Family \$65 | <input type="checkbox"/> Sustaining \$125 |
| <input type="checkbox"/> Patron \$250 | <input type="checkbox"/> Shipwright \$500 | <input type="checkbox"/> Downeaster \$1,000 |

NAME _____

STREET _____ CITY _____ STATE _____ ZIP _____

TEL _____ EMAIL _____

Alternate address (FROM _____ TO _____)

STREET _____ CITY _____ STATE _____ ZIP _____

Please charge my membership on MASTERCARD VISA DISCOVER AMEX

CARD NUMBER _____ EXP. DATE _____ CARDHOLDER'S SIGNATURE _____

I have also enclosed \$ _____ as a contribution to the Annual Fund.

Please make check payable to Maine Maritime Museum and return to:
243 Washington Street, Bath, ME 04530

Dues and other contributions are tax deductible as provided by law.
Stock or planned gift? Does your company provide matching gifts?

Please call us at (207) 443-1316 x327

Give a gift membership. Long after most gifts are forgotten, a Museum membership lasts throughout the year, with free admission to the Museum as well as all the other membership benefits.